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d by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

EL'S NAME "POWELL"

REPORT
Gls. 76252
Gls. No. 76086
Grk. 24049

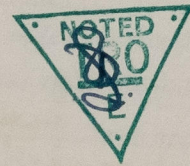
marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 S.C.S.A.

6 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{5}{16}$ "

MN 1337



If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of the 5. 3. 49 for a service speed of 116 R.P.M., provided a notice board is fitted at the control station stating that the engine must not be run continuously between 43 and 53 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Machinery requirements for the notation "Strengthened for navigation in ice" have been complied with.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 10.50.

"Strengthened for navigation in ice"

"Carrying petroleum in bulk"

2 DB 180 lb.



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012827-012835-0015

Air Compressors, No.

No. of stages

diameters

stroke